

NOTIFICATION.

A. S. WATSON & CO., LIMITED

CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF AERATED
WATERS.

OUR AERATED WATER FACTORY is fitted with the best English Machinery, embodying the latest improvements in the trade.

The Patent Ingredients only are used, and the strictest Care and Cleanliness are exercised in the Manufacture throughout.

The Water is tested in proved by repeated Analyses to be Absolutely Pure.

For Coal & Papers, Wares are packed and placed on board ship at Hongkong, prices, and the full amount allowed for packages and Empties when received in good order.

Counterfoil Order Books supplied on application.

Our Registered Telegraphic Address is
"DISPENSARY, HONGKONG." And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock:—

PURE AERATED WATER.

SODA WATER.

LEMONADE.

POTASH WATER.

SELTZER WATER.

LITHIA WATER.

SARSPARILLA WATER.

TONIC WATER.

GINGER ALE.

GINGERADE.

No Credit given for Bottles that look dirty or greasy, or that appear to have been used for any other purpose than that of containing Aerated Waters, as such Bottles are never used again by us.

A. S. WATSON & CO., LIMITED

THE HONGKONG DISPENSARY.

Hongkong, 30th May, 1895.

DEATH.
At Bangkok, on the night of the 9th inst. Mr. James Kirby, late Chief Engineer of the steamer "Makassar", a member of the Institution of Engineers and Shipbuilders of Hongkong. Obituary papers please copy.

The Daily Press.

HONGKONG, JULY 22ND, 1895.

Respect for the jury system is not likely to be enhanced by the verdict given in a case tried at the Criminal Sessions on Friday last. In the Yamatai case the jury returned a verdict of guilty by four to three, but the Acting Chief Justice explained that whereas a verdict of four to three used to be sufficient, last year an amending Act was passed and no verdict by a majority of less than five could now be received. Thereupon the jury again retired and after an absence of five minutes returned with a unanimous verdict of guilty. The three dissentients had been speedily converted and under the circumstances not much value can be attached to their opinion. The time they were absent was not sufficient to allow of any exhaustive discussion of the case and it would seem that they turned round simply for the sake of getting rid of it and without much careful weighing of the evidence. If they had a doubt, as they must have had in the first instance, it was their duty to give the producer the benefit of it. Had the old law been in force and a verdict by four to three been acceptable, the verdict would have commanded respect as the honest opinion of the jury; but what is to be thought of the opinion of three men who in a space of five minutes will change their verdict from one of "not guilty" to one of "guilty"? It certainly cannot be taken as adding any force to the verdict of the four jurymen who originally found the prisoner guilty. When the law was altered the Attorney-General, Hon. W. M. GOODMAN, at present Acting Chief Justice, in moving the second reading of the Bill said that he had called for a return for the information of his members, and he found that in three years there had only been one case in each year in which a verdict by four to three had been given, so the alteration would not be very important, and he thought it would improve the administration of justice. Speaking generally, that opinion is probably correct, but in the first instance in which the point has arisen the administration of justice has certainly not been improved. There can be little doubt, we think, that the verdict of guilty was the correct one, but the means by which it was arrived at, to bring it within the law, are not satisfactory.

The Japanese Consul at Hongkong has done well in drawing the attention of his Government and his fellow-countrymen to the dangers to which emigrants from Japan expose themselves when they go to countries of which they are entirely ignorant and where the conditions are not favourable. It does not follow that emigration from Japan must always be a mistake. On the contrary, in the case of Hawaii it had proved a great success. In that country there is a large demand for labour, the native race is dying out, and Chinese labourers are excluded by law. There was consequently a good opening for Japanese, of which they have taken advantage with excellent results to themselves and their employers. But the prospects are very different where an active Asiatic competition has to be encountered. The Consul says that emi-

grants that now leave Japan for foreign shores, being used to a simple mode of life at home and being quite ignorant of the keen competition, prevailing in foreign countries, are mostly under the delusion that if once they emigrate they can obtain high wages without undergoing any particular hardships. Mr. NAKAGAWA goes on to give an instance of a party that arrived at Hongkong en route to Borneo. The money provided for their travelling expenses was fraudulently appropriated by their guide, a misfortune that might befall emigrants of any nationality. Several succeeded in getting to their destination, but—and this is the essential part of the narrative—soon returned, finding themselves unable to carry on the work expected of them. The same story, it is to be feared, will often be repeated, if the Japanese attempt to compete with other Asiatic races, especially the Chinese, in hard physical labour. Mr. NAKAGAWA says that "Japanese emigrants are generally destitute of patience, are of mild disposition, and are not only unaccustomed to endure the hardships common to a sphere of keen competition, but are even unable to offer opposition when cruelly treated by their employers." As ordinary labourers, therefore, the Japanese are not likely to prove very successful outside their own country. For skilled artisans, however, with a small capital to establish themselves in shape of their own, we should think many favourable openings might be found in the large towns of the Far East, where foreign communities are established. If deficiency of handwork the Japanese are far ahead of the Chinese. To take one humble occupation as an example, in shoemaking the Japanese can give many points to the Chinese and if Japanese shoemakers were to establish themselves in business in Hongkong they would probably very soon monopolise the whole of the foreign custom. Tailors, joiners, and others would have an almost equal chance. The field, however, is a limited one, and from a national point of view perhaps barely worth cultivating. In hard physical labour, on plantations or in mines, the natives of the Land of the Rising Sun are not likely to be able to compete with the Chinese, and cannot be expected to establish flourishing communities abroad such as the Chinese have established in the Straits Settlements.

The M. M. steamer "Gros", with the French mail, left Saigon yesterday morning at 8 o'clock.

Amended regulations under the Waterworks Ordinance are published in the Gazette.

The Ordinance to further amend the Waterworks Ordinance, 1890, has been confirmed.

The N. G. L. steamer "Bisagno" left Singapore yesterday for this port and may be expected on the 27th inst.

It is noticed that Mr. G. Hayling has been re-qualified, provisionally, as in charge of the Austria-Hungary Consulate.

The N. D. L. mail steamer "Preussen", carrying the German mails with dates from Berlin of the 1st inst., left Colombo on Saturday, the 20th inst., and may be expected here on about Tuesday, the 30th inst.

During the second quarter of the year there were among the European community 62 births and 42 deaths, the birth-rate being 22.90 and the death rate 15.51. For the Chinese community the birth-rate was 3.65 and the death-rate 17.72.

The police are still pursuing their inquiries into the recent murder, we are advised on Saigon. They have ascertained that one man who was formerly connected with the late Hawaiian Queen's army, has been talking about a plot to wreck the Hawaiian Government, but it is not yet certain whether the rumour has only bombast in its basis, and the detective officers are doing all they can to thoroughly probe the affair.

More black marks were recorded against the Rifle Brigade on Saturday. Two privates were charged at the Police Court with committing offences. One man, who received only an indifferent character, was fined \$3 for being drunk and disorderly in Queen's Road, and the other, who was charged with being drunk and disorderly, was fined \$2.50 cents for attempting to set 50 cents and 25 cents compensation for trying to do a "riksha" out of a patry fare of ten cents. The first defendant's name is H. Brann, and the second Alfred Wilkinsen.

A despatch from Enshuwa, dated 10th inst., 21 p.m., gave a coal gas explosion. The town completely collapsed the previous day, and the fate of upwards of thirty colliers was not known. Another and a later report says that owing to a subsidence of land near the Komatsu coal mine, Tagawa county, on the 9th inst., the mining field was inundated. The fate of thirty-seven or thirty colliers who were in the mine is not known. Another telegram—despatched the following day says that forty-seven colliers were found.

The report of the Grand Hotel, Limited, Yekohama, for the half-year ended 30th June 1894, gives a profit of \$1,161,000, which balance brought forward from 31st December 1894, and a/c for providing for general expenses, directors' and auditor's fees, house manager, interest, and depreciation, and after writing off bad debts, amounts to \$40,000, which it is proposed to apply as follows:—In payment of a dividend of 10 per cent. for the half-year \$25,000, reduction of d/b 40,000, balance to be carried forward to account.

The Courier de Saigon says that the Minister of Finance is more than ever opposed to the introduction of the Japanese yen in Indo-China, and has directed to estimate the weight of the French francs, dollars, and Japanese yen.

Our correspondent says that under these circumstances France will be in an excellent position to put her dollars into circulation in the Far East; for the contract with the Messageries Maritimes requires that Company to carry public funds free of cost, while the rivals Franco are obliged to pay freight on silver from Europe. The French Government will then effect a saving of 20 francs per kilo in addition to the cost of striking of the coins, which can be done more economically in France than in Asia. The Courier thinks it a mistake, however, to let the legal currency of which in Indo-China is now very large.

The captured French steamer, 7,500 tons, flagship of the late Adm. Ding, arrived at Nagasaki on the 10th inst., from Port Arthur en route to Yokohama, where he will be thoroughly overhauled. The Express says, "a magnificent prize, and will repay a visit." She has a crew of 140, including officers and men, and the thousands of sailors, which daily throng the ship, all in uniform and show a round, trim, and soldierly air. The sailors told off for this duty, however, did not pride in their work. The Chinese were very much to the front, during the naval engagement off the Yalu, and as a result of that fight they have never less than 400 troops of having been struck by the Japanese here. The former proved too good for the guns of the Chinese, and the latter had to retreat. The crew of Nagasaki has received, in the name of the town, a place of honour and 23 centimes ball taken from Withawel. This present from the officers of the Chongyuan will be placed in the Osawa park.

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NOTES TO CONSIGNERS
"GLEN" LINE OF STEAM PACKETS.
FROM MIDDLESBOROUGH, LONDON,
AND STRAITS.
THE Steamship

"GLENAVON"
having arrived from the above ports, Consignees
by her are hereby informed that their
goods are being landed at their risk, into the
hands of the Hongkong and Kowloon Wharf
and Godown Company, Limited, at Kowloon,
whence delivery may be obtained.
(Optional) Cargo will be forwarded unless
otherwise to the contrary be given before noon
TODAY.

Cargo remaining undelivered after the 2nd
instant will be subject to rent.

No Bills of Lading will be issued.

Consignees are requested to present all claims
for damages and/or shortages not later than the
25th inst., otherwise they will not be re-
cognized.

Bills of Lading will be forwarded by

JARDINE, MATHESON & CO.,
Agents.

Hongkong, 15th July, 1895.

VESSELS ON THE BERTH
THE CHINA AND MANILA STEAM-
SHIP COMPANY, LIMITED.

FOR MANILA DIRECT.

THE Company's Steamship

"ESMERALDA."

Captain Taylor, will be despatched for the above
port T.O.DAY, the 22nd inst., at 5 P.M.

This Steamer has Superior Accommodation
for Passengers and is fitted with the Electric
Light.

For Freight or Passage, apply to

SHEWAN & CO.,
General Managers.

Hongkong, 18th July, 1895.

11492

FOR KOBE AND YOKOHAMA.

THE Steamship

"FIDELIO."

Captain J. Nissen, will be despatched for the above
ports on or about T.O.DAY, the 22nd

inst.

For Freight or Passage, apply to

HOPKINS, CUMMING & CO.,
Agents.

Hongkong, 17th July, 1895.

11493

FOR SINGAPORE.

THE Steamship

"DARIUS."

Captain Carr, will be despatched for the above
port TO-MORROW, the 23rd inst., at DAY-
LIGHT, instead of as previously advertised.

For Freight or Passage, apply to

DODWELL, CARLILL & CO.,
Agents.

Hongkong, 20th July, 1895.

11494

FOR YOKOHAMA AND KOBE.

THE Steamship

"BENVENUTO."

Captain Sirosh, will be despatched on WED-
NESDAY, the 24th instant.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 20th July, 1895.

11495

FOR YOKOHAMA AND KOBE.

THE Steamship

"YOKOHAMA."

Captain Lohmann, will be despatched for the above
ports TO-DAY, the 22nd instant, at 5 P.M.

For Freight or Passage, apply to

CARLOWITZ & CO.,
Agents.

Hongkong, 15th July, 1895.

11496

FOR SHANGHAI KOBE, AND
YOKOHAMA.

THE Steamship

"MOGUL."

Captain D. S. Bailey, will be despatched as above
on about TO-DAY, the 22nd inst.

For Freight or Passage, apply to

DODWELL, CARLILL & CO.,
Agents.

Hongkong, 16th July, 1895.

11497

FOR KOBE (DIRECT).

THE Steamship

"ORMISTON."

Captain E. Outram, will be despatched for the above
port, at Noon, TO-MORROW, the 23rd

inst.

For Freight, apply to

NIPPON YUSEN KAISHA,
Agents.

Hongkong, 16th July, 1895.

11498

FOR SHANGHAI KOBE, AND
YOKOHAMA.

THE Steamship

"GHAZIER."

Captain D. S. Bailey, will be despatched as above
TO-MORROW, the 23rd instant, at Noon.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA,
Agents.

Hongkong, 16th July, 1895.

11499

FOR KOBE (DIRECT).

THE Steamship

"BUTTERFIELD & SWIRE."

Captain E. Outram, will be despatched for the above
port, at Noon, TO-MORROW, the 23rd

inst.

For Freight, apply to

ARNHOLD, KARBERG & CO.,
Agents.

Hongkong, 14th July, 1895.

11454

FOR LONDON AND HAMBURG.

THE Company's Steamship

"BULLMOUTH."

Captain T. G. Scott, will be despatched as above
on or about the 23rd inst.

For Freight, apply to

ARNHOLD, KARBERG & CO.,
Agents.

Hongkong, 14th July, 1895.

11455

FOR LONDON AND HAMBURG.

THE Company's Steamship

"GHAZIER."

Captain D. S. Bailey, will be despatched as above
on or about the 23rd inst.

For Freight, apply to

ARNHOLD, KARBERG & CO.,
Agents.

Hongkong, 14th July, 1895.

11456

FOR LONDON AND HAMBURG.

THE Company's Steamship

"GLENDEAN."

Captain D. S. Bailey, will be despatched as above
on or about the 23rd inst.

For Freight, apply to

ARNHOLD, KARBERG & CO.,
Agents.

Hongkong, 14th July, 1895.

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Hongkong, 14th July, 1895.

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Hongkong, 14th July, 1895.

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Hongkong, 14th July, 1895.

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For Freight, apply to

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